

Rezoning Transportation Analysis

Petition Number: Insert Zoning Petition # 2021-008

General Location Identifier: Tax ID 22120202

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Reviewer:

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Revision Log:

Date	Description
03-25-21	First Review (LJ)
04-16-21	Second Review (KP)

General Review Information

The site is located on Carmel Commons Boulevard (City-maintained, Minor Collector Street). The site has an access point to Carmel Road (City-maintained, Major Thoroughfare) and Pineville-Matthews Road (State-maintained; Major Thoroughfare). The site is in the Carmel/Hwy 51 Center Corridor Wedge and is outside Route 4 with no applicable area plan.

Active Projects Near the Site:

- NC-51 Access Management
 - Park Road to Carmel Road
 - NCDOT TIP# U-6086
 - Construction FY 2023
 - PM: Kellie Crump
 - <https://connect.ncdot.gov/resources/Materials/Lists/LCCAProjectList/DispForm.aspx?ID=234>

CDOT's review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the [Transportation Action Plan \(TAP\)](#), [Vision Zero](#), [Urban Street Design Guidelines \(USDG\)](#), [Center, Corridor and Wedges](#), [Charlotte BIKES](#), [Traffic Impact Study Guidelines](#) and [Charlotte WALKS](#). With a commitment to design complete streets, this review is to ensure that the City's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users.

This document is primarily for communication to Planning Department staff as part of the overall City staff analysis of the rezoning petition and includes an overall summary of the case from a transportation perspective, information on trip generation, and resolved or outstanding site plan concerns. Additional advisory information about the driveway permit process is provided for information only.

Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary

The site is located on a City-maintained minor collector road (Carmel Commons Boulevard) and has access to two major thoroughfares (City-maintained Carmel Road and State-maintained Pineville-Matthews Road). The proposed use increases the trip generation from 935 vehicle trips per day existing to 4,005 trips/day due to the grocery use; therefore, a Traffic Impact Study (TIS) is needed for this site. The initial Publix Carmel Commons TIS was submitted on March 1, 2021 and is under review by staff.

Site plan revisions are needed to meet ordinance requirements and/or the outstanding items including, but not limited to improving accessible ramps at Pineville-Matthews Road with Accessible Pedestrian Signals (APS), improve off-site channeling islands at Carmel Commons Boulevard to accommodate pedestrians and bicyclists with wider widths and ramps, commit to off-site construction of an 8-foot planting strip and 6-

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foot sidewalk along Carmel Commons Boulevard and Carmel Road, as per Chapter 19. To further promote the Charlotte WALKS and BIKE Policy in lieu of the 6-foot sidewalk along Pineville-Matthews Rd., CDOT requests petitioner commit to installing a 12-foot multi-use path. Lastly, the site plan and conditional notes will need to incorporate the transportation improvements established in the approved TIS. Further details are listed below.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Office	87,596 SF	935	Tax Record
Entitlement with Current Zoning	Office (O-1 4.41 acres)	44,100 SF	480	General Guidance from Planning
Proposed Zoning	Retail	55,000 SF	4005	Site Plan: 12-22-20

Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

- ~~1. **Curblin**: The proposed zoning district has a setback measured from back of the existing or proposed future curblin.~~
 - ~~a. **Carmel Commons Boulevard**: The future location of curb and gutter is in its existing location.~~

~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~

2. Traffic Study:

A Traffic Impact Study is necessary for the complete review of this petition due to the site generating more than 2,500 daily trips.

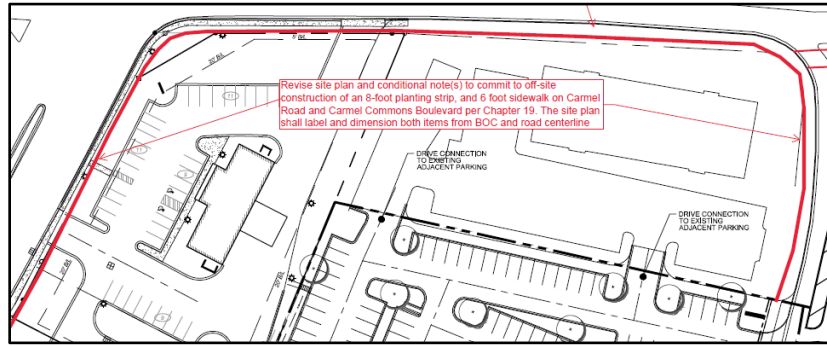
Staff will receive the petition and begin review, but the public hearing will not be scheduled until the TIS is approved to allow for the minimum time necessary for CDOT to review the study and reach agreement with the petitioner on the required transportation commitments. Any agreed upon commitments shall be included on the last site plan submitted no fewer than 4 weeks prior to the public hearing. Therefore, additional traffic mitigation comments may be forthcoming once the TIS is approved by CDOT (and NCDOT).

Updated to Comment as a Result of 04-12-2021 Site Plan: Pending approval of the TIS, the site plan and conditional notes will need to be revised to incorporate the established transportation improvements.

- ~~3. **Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 6-foot sidewalk on Carmel Road and Carmel Commons Boulevard per Chapter 19 and Charlotte WALKS and BIKE Policy. The site plan shall label and dimension both items from the back of curb and gutter and road centerline.**~~

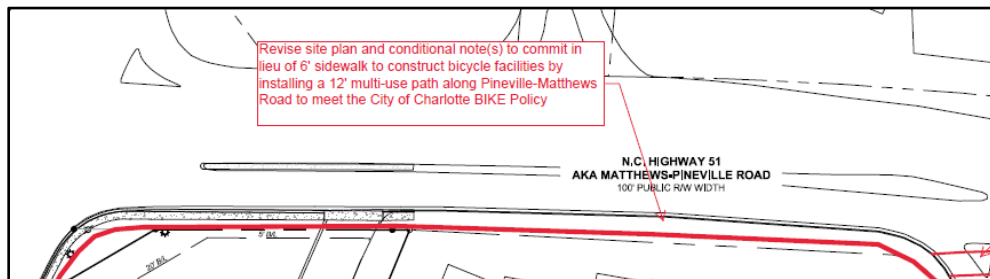
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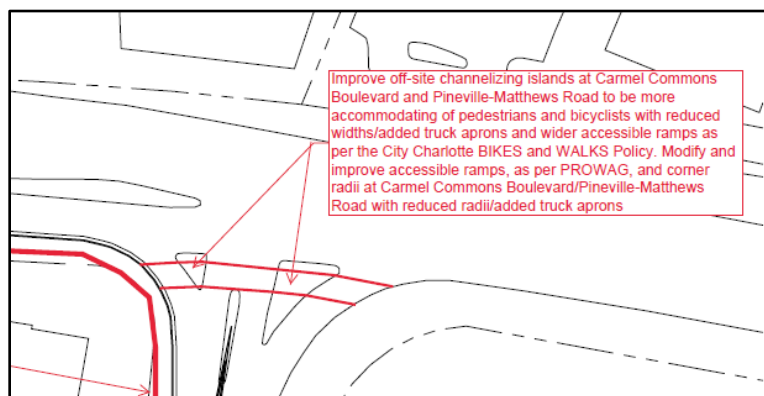
4. Revise site plan and conditional note(s) are needed to commit to installing an 8-foot planting strip and 6-foot sidewalk along Pineville-Matthews Road per Ch. 19, however, CDOT would prefer a 12-foot multi-use path allowing for a bicycle facility meeting the City Charlotte BIKE Policy.

Outstanding Comment from 03-25-2021



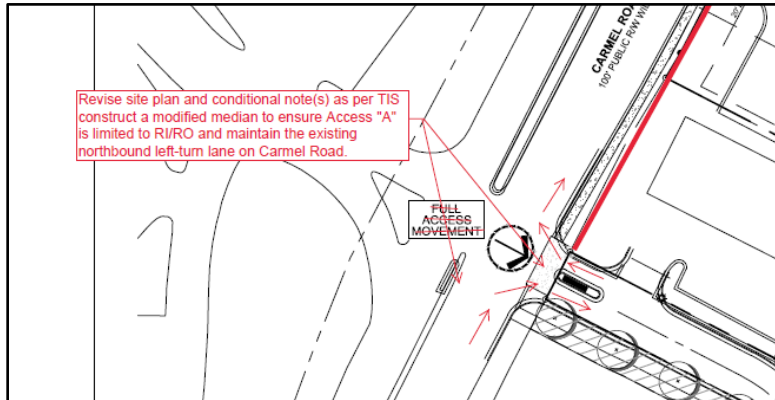
5. Revise site plan and conditional note(s) to commit to improve off-site channelizing islands at Carmel Commons Boulevard and Pineville-Matthews Road to be more accommodating of pedestrian and bicycles as per ADA/PROWAG, City of Charlotte WALKS and BIKES Policy. Modify and improve accessible ramps, as per PROWAG, and corner radii at Carmel Commons Boulevard/Pineville-Matthews Road with reduced radii/added truck aprons.

Updated to Comment as a Result of 04-12-2021 Site Plan: Revise the conditional notes by including a note committing to these ADA Improvements.

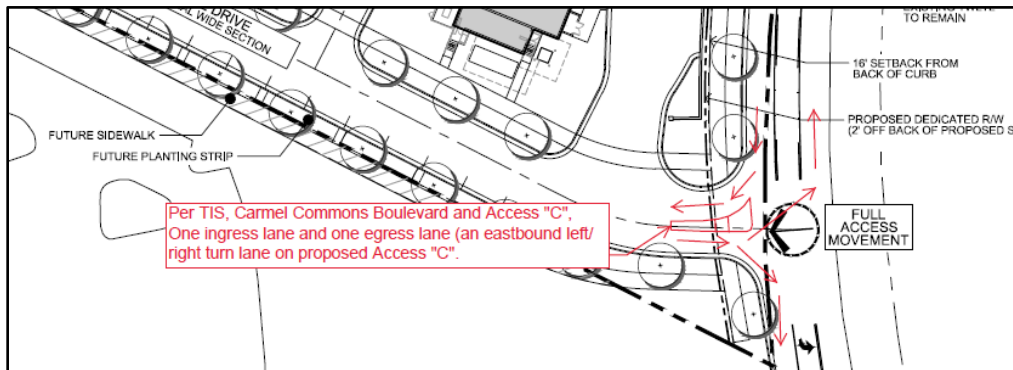


6. ~~Revise site plan and conditional note(s) per TIS report to construct a modified median to ensure Access "A" is limited to right in/right out (RIRO) and maintain the existing northbound left turn lane on Carmel Road. CDOT prefers constructing a directional crossover with raised concrete median islands.~~

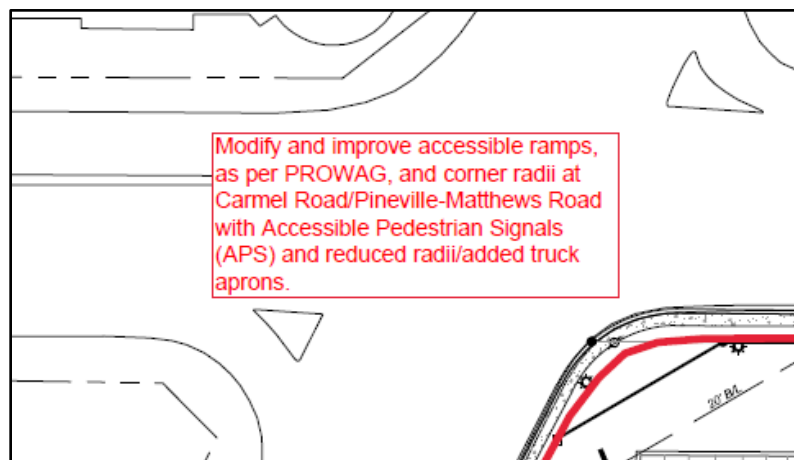
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7. ~~Revise site plan and conditional note(s) per TIS report to show one ingress lane and one egress lane with an eastbound combined left/right turn lane on proposed Access "C" on Carmel Commons Boulevard. CDOT prefers the construction of a raised concrete median island or a pedestrian refuge to prevent prohibited movements.~~



8. Modify and improve accessible ramps, per PROWAG, and corner radii at Carmel Road/Pineville-Matthews Road with Accessible Pedestrian Signals (APS) and reduced radii/added truck aprons.
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9. Revise rights-of-way to be set at 2' behind back of sidewalk, where feasible. **Updated to Comment as a Result of 04-12-2021 Site Plan:** The right-of-way along Carmel Commons Boulevard, Carmel Road, and Pineville-Matthews Road needs to be labeled and dimensioned from the existing road centerline. Additionally, in accordance with the City's U-07 Local Collector Street Cross Section, revise the site plan and conditional notes by dedicating 36-feet of right-of-way along the site's frontage of Carmel Commons Boulevard.
- ~~10. Adjust site plan conditional notes, Transportation d. and i. to specify that all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued is needed. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.~~

Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. These requirements shall be reflected on the rezoning plan, as appropriate.

1. The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.
2. CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte, per the City of Charlotte's Driveway Regulations.
3. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles (and two 10' x 70' sight triangles on NCDOT-maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs shall not interfere with sight distance at the entrance(s) and shall be identified on the site plan.
4. The proposed driveway connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT (and NCDOT on NCDOT-maintained streets) for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) shown on the site plan are subject to change in order to align with driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
5. All proposed commercial driveway connections to a future public street will require a driveway permit submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. A Right-of-Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed/existing City-maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT prior to construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.
8. The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The decision of this rezoning petition does not correlate with the decision of the possible abandonment, as this decision is issued within the separate Right of Way Abandonment process that is controlled by North Carolina General Statutes.
9. To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>